AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of the Claims

1-12. (Canceled)

13. (New) A method for controlling a fuel metering system of an internal combustion engine, wherein an activation duration of at least one electrically operated injector to determines a fuel quantity to be injected, the method comprising:

performing a null quantity correction, wherein the null quantity correction includes determining a minimum activation duration during which a minimum quantity of fuel is injected, wherein the determination of the minimum activation duration includes adjusting an activation duration from an initial value, and wherein an activation duration in which a change in a characteristic signal appears is selected as the minimum activation duration; and

determining activation durations at a plurality of test points of a quantity characteristics map of the injector, based on the null quantity correction and at least one of: a) at least one transfer function that characterizes a relationship between the minimum activation durations and activation durations at the plurality of test points; and b) at least one transfer function that characterizes a relationship between the activation durations at the plurality of test points.

14. (New) The method as recited in Claim 13, wherein the at least one of: a) at least one transfer function that characterizes a relationship between the minimum activation durations and activation durations at the plurality of test points; and b) at least one transfer function that characterizes a relationship between the activation durations at the plurality of test points, is determined during an injector fuel-quantity compensation.

15. (New) The method as recited in Claim 13, wherein the at least one of: a) at least one transfer function that characterizes a relationship between the minimum activation durations and activation durations at the plurality of test points; and b) at least one transfer function that

characterizes a relationship between the activation durations at the plurality of test points, is stored on the injector.

16. (New) The method as recited in Claim 13, wherein the at least one of: a) at least one transfer function that characterizes a relationship between the minimum activation durations and activation durations at the plurality of test points; and b) at least one transfer function that characterizes a relationship between the activation durations at the plurality of test points, is stored in an engine control unit.